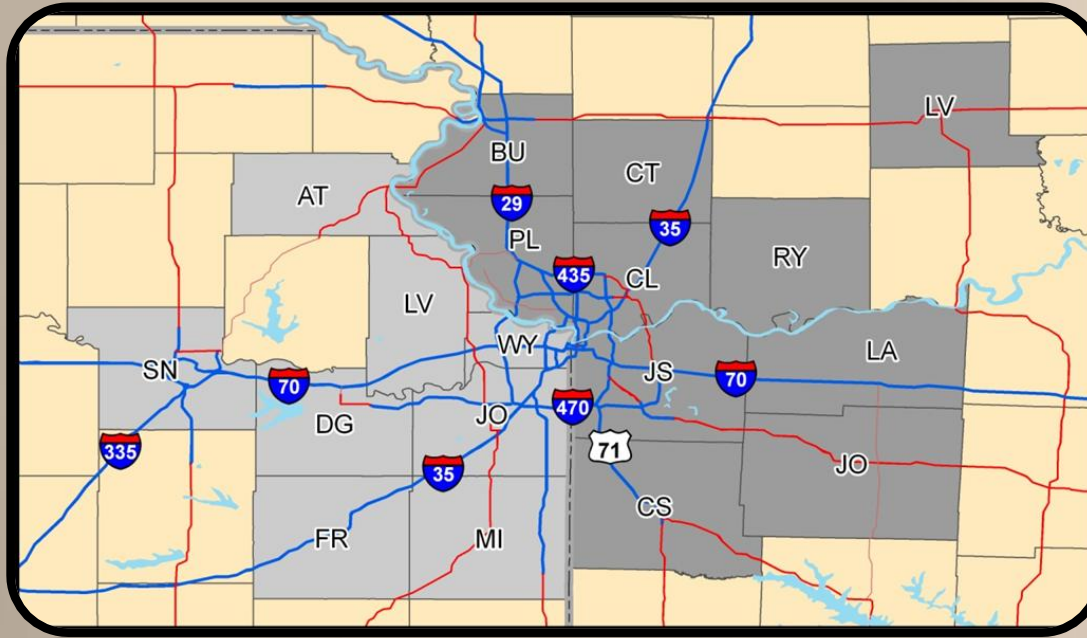




KC REGIONAL FREIGHT OUTLOOK

**Building a Comprehensive Freight Plan That Balances
the Needs of the Community With Freight Interests**

Growing Freight Transportation and Logistics

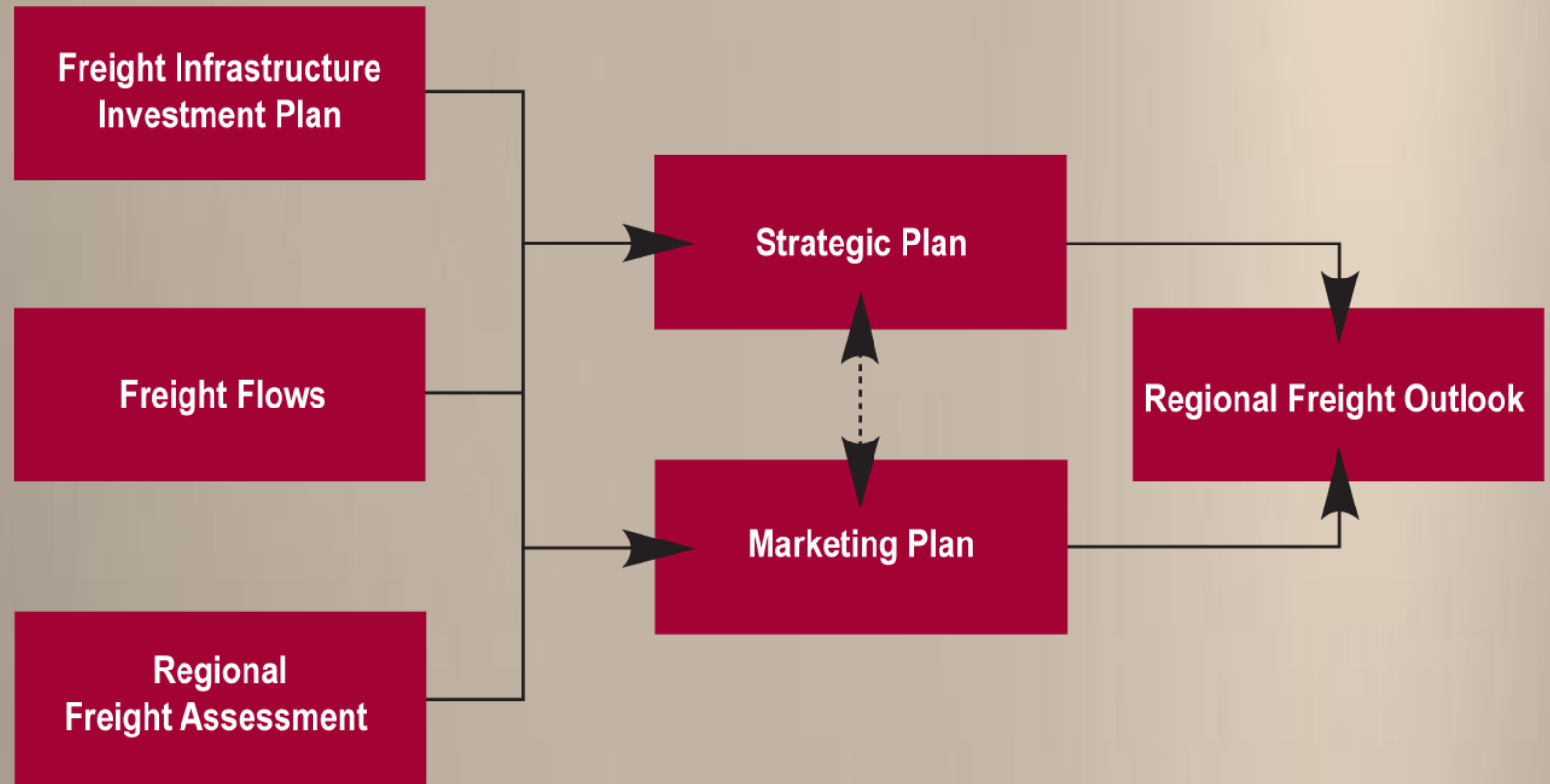


The overall vision for the Kansas City Regional Freight Outlook is to positively impact and accommodate the growth of freight transportation and logistics in the 18-county study area.

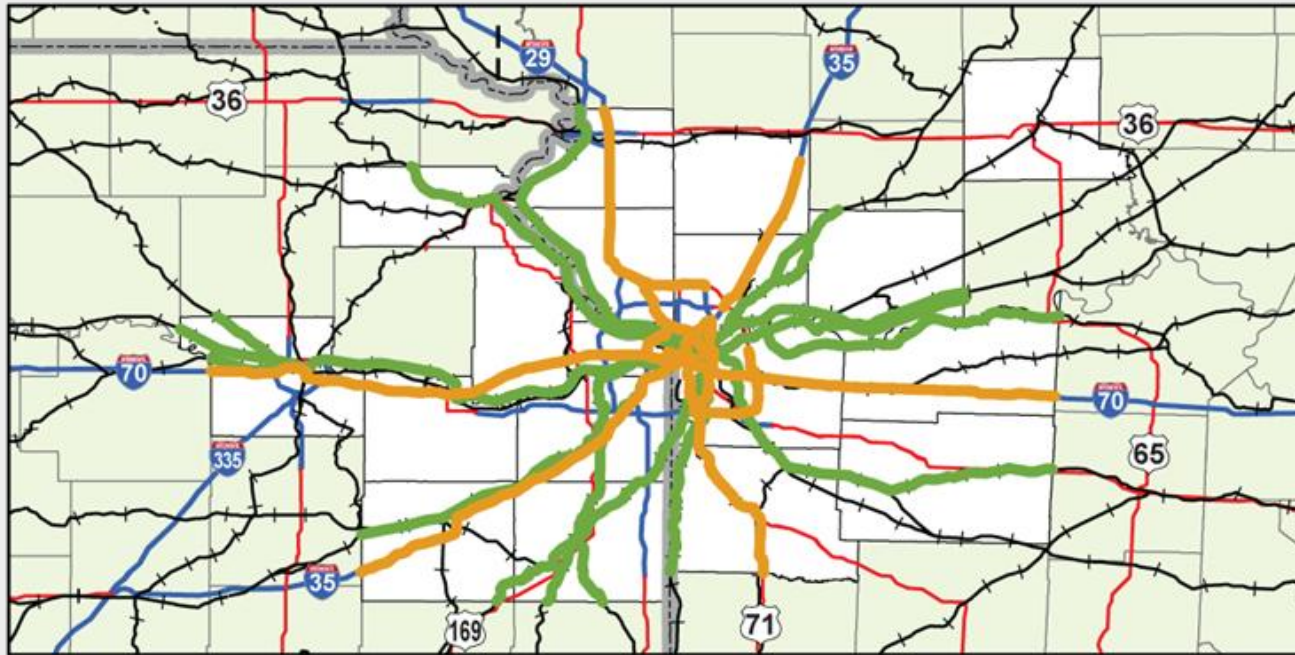
Over the Last Decade

- **Intermodal Freight Strategies Study – 1995**
 - Goal: To provide a regional freight strategic plan that would allow expansion of the region's freight transportation economic “well being” and to position Kansas City metro area as a vital national freight transportation hub.
- **Mid-Continent Tradeway Study - 1999**
 - Goal: To determine the feasibility and the national benefits of establishing the Kansas City region as a place where international trade processing activities can be carried out.

Process Overview



An Overview of the Regional Freight Infrastructure



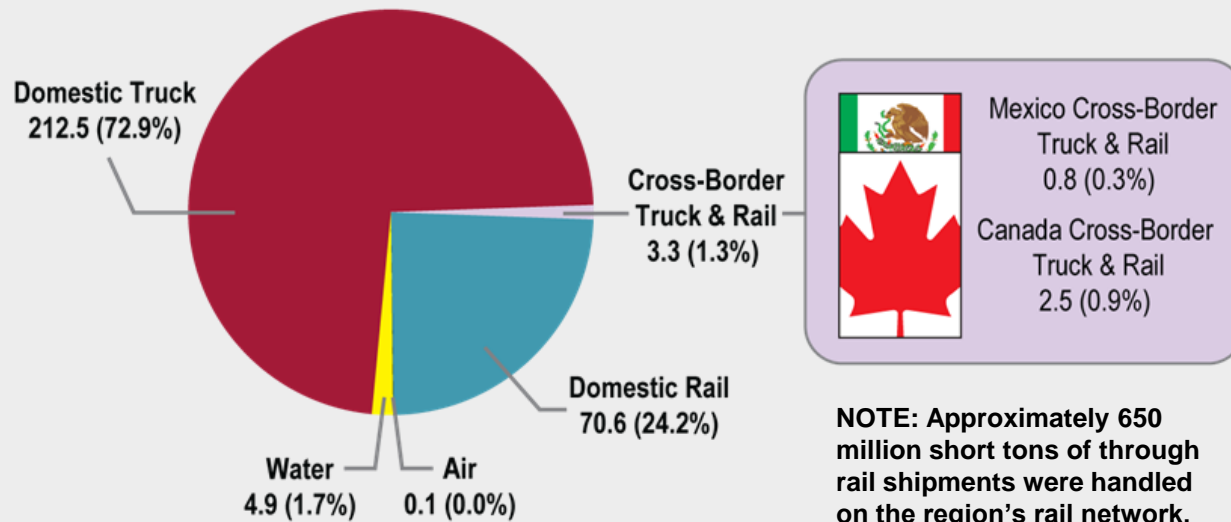
National Corridors

- Truck Volumes
- Rail Volumes
- Interstates
- Major Highways
- Railroads



Freight Activity in the Region

Total Estimated Regional Freight in 2007, Tons
291 Million Short Tons



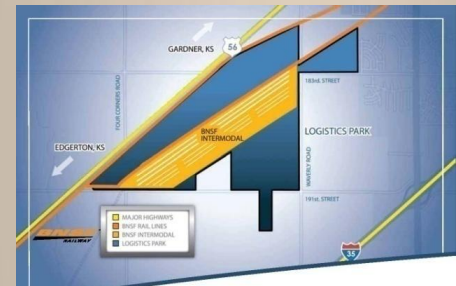
Source: TranSystems derived from TRANSEARCH data.

Importance of Economic Impact Analysis

When considering the three intermodal sites proposed in the Kansas City region, the sum of their estimated economic impacts reflects a lower limit on the magnitude of the combined economic effects anticipated from the development of the three facilities.

At the end of the 15-year planning horizon

- Nearly 13 thousand new jobs
- Annual incomes of nearly \$1 billion
- Local and state tax revenues with a present value of \$500 million

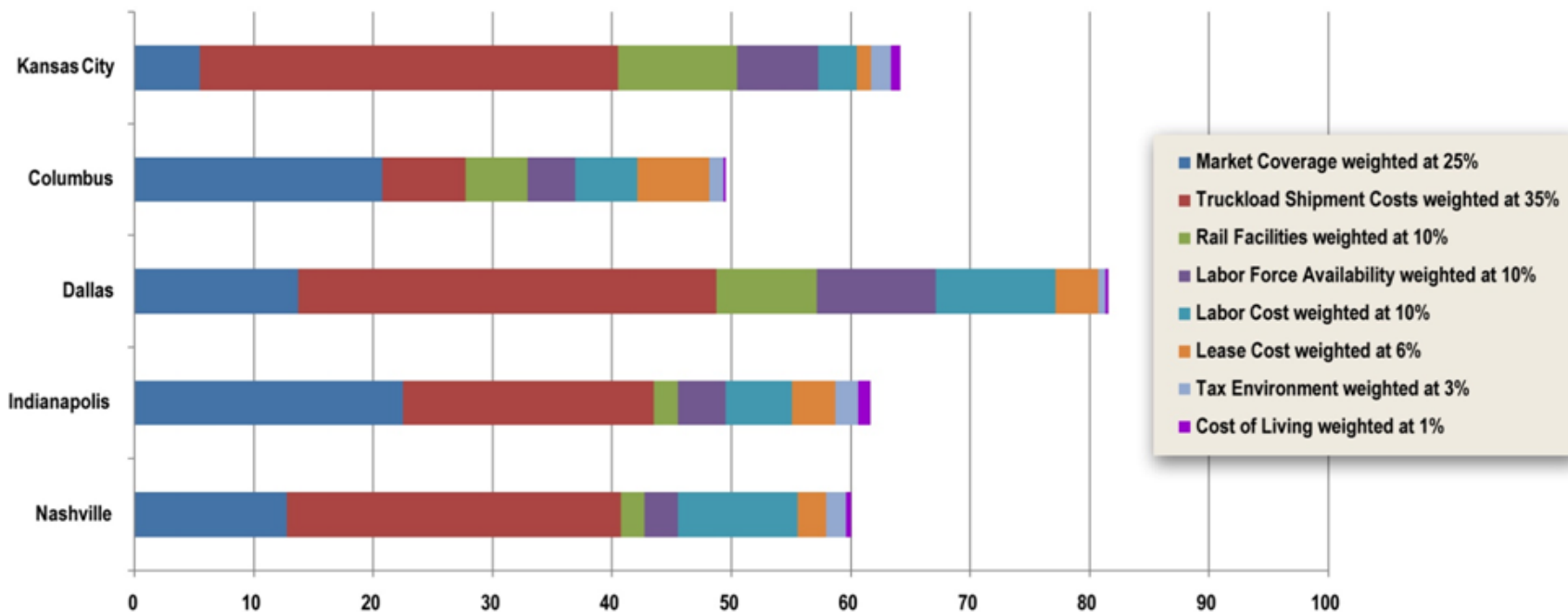


Assessing the Region's Strengths

- Future investments in the region's freight infrastructure will be needed so that the region does not get passed up for bigger markets.
- Education about freight issues can help build strong support for freight investments because of the projected benefits to the local economy.
- Perceived benefits of better regional planning
 - reducing the negative impacts of freight on local communities
 - minimizing the level of conflict that occurs when new freight developments are proposed
 - enhancing the region's attractiveness for future investment
 - reducing the time it takes to make improvements to the region's freight transportation system.



Weighted Ranking of Comparative Cities



Summary of Key Findings

- **Increase data collection efforts to track freight performance.**
- **Foster Public/Private Partnerships (PPPs).**
- **Institutionalize freight in the transportation planning process.**
- **Study the region's Corridors of Freight Significance to indentify freight-specific projects.**
- **Seek a balance between the land use and transportation relationship with freight development.**
- **Position the region to capture growth in emerging markets.**
- **Leverage Kansas City's low transportation costs.**

Strategic Plan for Freight

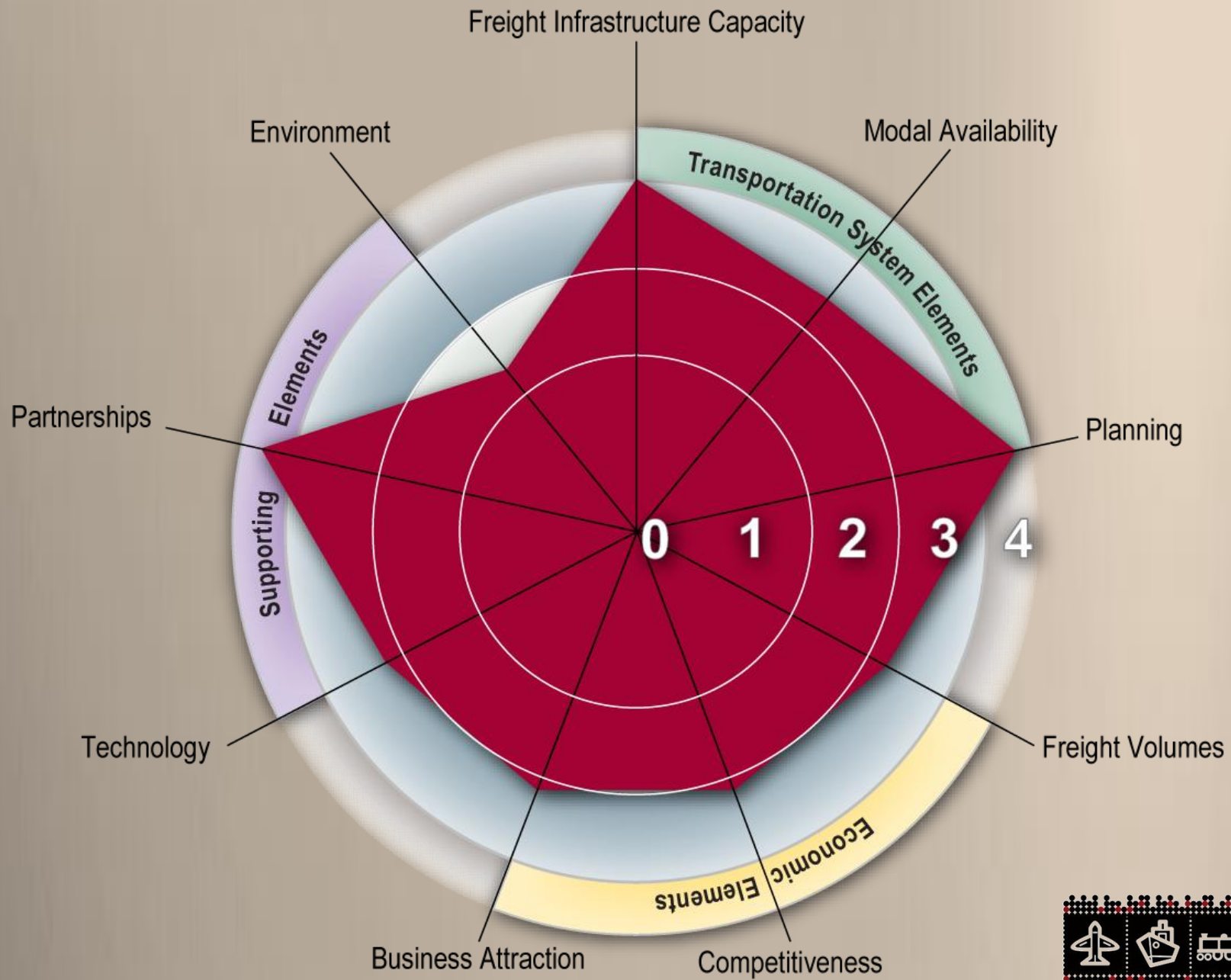


- Improve goods movement system performance
- Contribute to enhancing the region's economic vitality
- Contribute to ensuring the region's quality environment



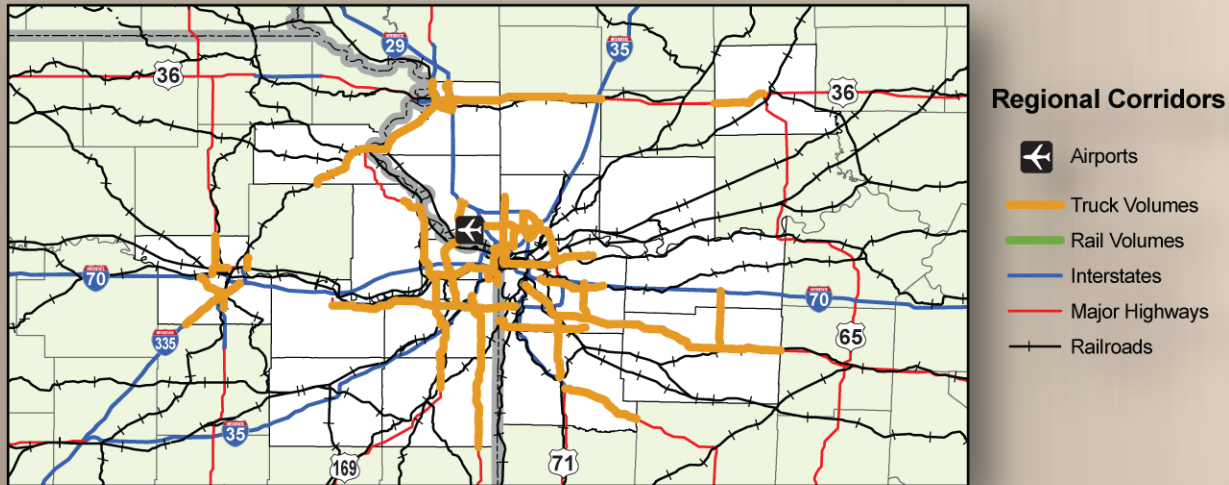
KC RFO Strategic Plan Tactics

TACTIC	MECHANICS				RESPONSIBLE PARTY			FEEDBACK
	Measurement	Time Period			MARC	KC SmartPort	Others	Success Indicators
		Monthly/ Quarterly	Annual	Specific				
IMPROVE GOODS MOVEMENT SYSTEM PERFORMANCE								
Conduct Corridor Of Freight Significance (COFS) Assessment								
	Pavement and Bridge Rating		✓		✓			Continuously Improving
	Crash Rates		✓		✓			Continuously Improving
	Mobility Index		✓		✓			Continuously Improving
	Completed Assessments		✓		✓			40 miles per year
Monitor safety rates and trends								
	Truck Crash Rates		✓		✓		✓	Continuously Improving
	Hazard Index at Rail Crossings		✓		✓		✓	Continuously Improving



Critical Action Items

- **Recognize Corridors of Freight Significance and conduct regional assessments**



- The MARC Goods Movement Committee should create a work plan that will recognize the national, regional, and local corridors and set an action plan to complete assessments.
- Identify corridors with landside access to support water and air.
- Using the assessments, “last-mile” projects will be identified and can be championed by the appropriate agency for implementation.

Critical Action Items

- **Focus on attraction and retention of transportation and logistics businesses**

- Position the region as a location for emerging sectors such as “green” industries including components and finished products for green energy technology and advance transportation and battery technology.
- Maintain efforts to attract established industries like component assembly in the automotive, aircraft, and agricultural machinery manufacturing sectors.
- Continue the attraction of warehouse and distribution centers.
- Leverage construction at proposed and recently opened regional intermodal facilities.
- Continue to invest in Kansas City Smartport.





MAR

Study Documents are located at:

<http://www.marc.org/transportation/freightoutlook/documents.htm>

Email smfrost@transystems.com



EXPERIENCE | Transportation

In partnership with
Jane Mobley Associates
ETC Institute

University of Tennessee Center for Transportation Research

